AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in this application:

LISTING OF CLAIMS:

Claim 1. (Canceled).

2. (Currently Amended) [[The]] A method ~~according to claim 1~~, for stabilizing a vehicle having an engine and a plurality of wheels, in response to at least one wheel tending to spin, comprising:

activating a driver-independent braking intervention in the at least one wheel tending to spin; and

if the driver-independent braking intervention does not result in stabilization of the vehicle, activating a reduction of the engine torque;

wherein the braking intervention occurs with equal intensity at both wheels of a first driven axle of the vehicle.

3. (Original) The method according to claim 2, wherein the vehicle is an all-wheel drive vehicle, and wherein during the braking intervention involving the first driven axle, no braking intervention occurs at wheels of a second driven axle.

4. (Original) The method according to claim 2, wherein the engine torque is reduced if the difference between a variable determined from wheel rotational speeds of braked wheels and a setpoint value for the variable exceeds a specified first threshold value that is not equal to zero.

5. (Original) The method according to claim 4, further comprising:

ending the reduction in engine torque if the difference between the variable determined from the wheel rotational speeds of the braked wheels and a setpoint value for the variable falls below a specified second threshold value that is not equal to zero.

6. (Original) The method according to claim 5, wherein the second threshold value is lower than the first threshold value.

7. (Original) The method according to claim 5, wherein the variable determined from the wheel rotational speeds of the braked wheels is an actual value of a cardan shaft speed, and the setpoint value for the variable is a setpoint cardan shaft speed.

8. (Original) The method according to claim 5, wherein the variable determined from the wheel rotational speeds of the braked wheels is a mean value of wheel speeds of the braked wheels.

9. (Currently Amended) The method according to claim [[1]] 2, wherein a differential lock function is used in a longitudinal direction.

10. (Currently Amended) A device for stabilizing a vehicle having an engine and a plurality of wheels, in response to at least one wheel tending to spin, comprising:

a reducing means for reducing the engine torque; and

a braking means for carrying out a driver-independent braking intervention;

wherein the driver-independent braking intervention occurs in the at least one wheel tending to spin, and wherein the engine torque is reduced only if the driver-independent braking intervention does not result in stabilization of the vehicle; and

wherein the braking intervention occurs with equal intensity at both wheels of a first driven axle of the vehicle.

11. (New) The device according to claim 10, wherein the vehicle is an all-wheel drive vehicle, and wherein during the braking intervention involving the first driven axle, no braking intervention occurs at wheels of a second driven axle.

12. (New) The device according to claim 10, wherein the engine torque is reduced if the difference between a variable determined from wheel rotational speeds of braked wheels and a setpoint value for the variable exceeds a specified first threshold value that is not equal to zero.

13. (New) The device according to claim 12, further comprising means for ending the reduction in engine torque if the difference between the variable determined from the wheel rotational speeds of the braked wheels and a setpoint value for the variable falls below a specified second threshold value that is not equal to zero.

14. (New) The device according to claim 13, wherein the second threshold value is lower than the first threshold value.

15. (New) The device according to claim 13, wherein the variable determined from the wheel rotational speeds of the braked wheels is an actual value of a cardan shaft speed, and the setpoint value for the variable is a setpoint cardan shaft speed.

16. (New) The device according to claim 13, wherein the variable determined from the wheel rotational speeds of the braked wheels is a mean value of wheel speeds of the braked wheels.

17. (New) The device according to claim 10, wherein a differential lock function is used in a longitudinal direction.